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SECRET

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

- 25X1 1. On 13 December 1953, in the Irben Straits, [] ship was met and escorted by a KRONSHADT-class Soviet guard vessel to the port of Riga. The identification number on the guard vessel had been painted over. En route to Riga, [] ship passed the Danish SS CARL CLAUSEN, which was leaving Riga under the escort of the Soviet KRONSHADT-class guard vessel No. 212. Both of these guard vessels flew a green flag with a white field in the upper left corner which had a red hammer-and-sickle emblem.
- 25X1X
- 25X1X
2. In Daugavgriva harbor at about 1630 hours on 13 December 1953, [] two submarines docked side by side on the floor of a medium-sized floating dock in the western section of the harbor. Also berthed were four small war vessels, probably KRONSHADT-class. A Soviet fleet auxiliary, formerly a 6,000-ton freighter, lay in the eastern section of the harbor basin and was brightly illuminated at night; this ship had one smokestack, two masts, and three decks. A Soviet icebreaker having a yellow stack with black top was also in the eastern section. The Soviet pilot stated that the icebreaker SIBIRYAKOV was due in Riga to assist in keeping the Daugava River icefree.
- 25X1X
- 25X1X
3. On arrival in the Daugava River, [] ship dropped anchor off Milgravis to await the Soviet examination party. A large freighter was observed in a floating dock moored in Milgravis. Four topsail schooners were moored alongside the Milgravis shipyard. [] these schooners were built in Finland on reparations accounts. After [] ship had been medically examined, it was towed to the export harbor by the Soviet tugboats SATURN and WALTER.
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4. The Soviet SS AKADEMIK PAVLOV was berthed in the export harbor and, though not at a shipyard berth, was undergoing repair. The Soviet SS DAUGAVA was laid up and decommissioned in Andreas harbor (sic). At 1900 hours on 14 December, the Soviet SS RZHEV put in in ballast. At midnight, the merchant ship TARTU left port with cargo. On the morning of 15 December 1953,

25X1

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- 2 -

the Soviet motor minesweeper WRD 22 (sic) sailed toward Daugavgriva. At 1120 hours on 16 December, the Soviet passenger steamer ALEKSANDR MOZHAYSKIY entered the port and was berthed in Andreas harbor. It flew a yellow quarantine flag and the signal letters UOBA. On 17 December, the East German merchant ship VORWAERTS was observed unloading wooden boards.

5. In Riga, a large group of light-yellow, five-storied, brick buildings were observed close to the road bridge (referred to as the Luebeck Bridge), about 200 meters north of the Latvian Bank on the east bank of the Daugava River. On the morning of 18 December 1953, a unit of unarmed sailors, led by an officer, left the barracks.
6. Aleksandr Tsorapov (possibly Tsarapov), manager of the Inflat office in Riga, stated that a longshoreman earned 30 rubles a day. Tsorapov received a monthly salary of 2,580 rubles, with an annual increase of 2 percent plus efficiency bonuses. The Inflat employees received monthly salaries ranging from 1,200 to 1,500 rubles. The master of a Soviet merchant ship received a monthly salary of about 1,800 rubles and an efficiency bonus for fast and damage-free voyages. He was also paid \$30 (sic) for general expenses in each foreign port.

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